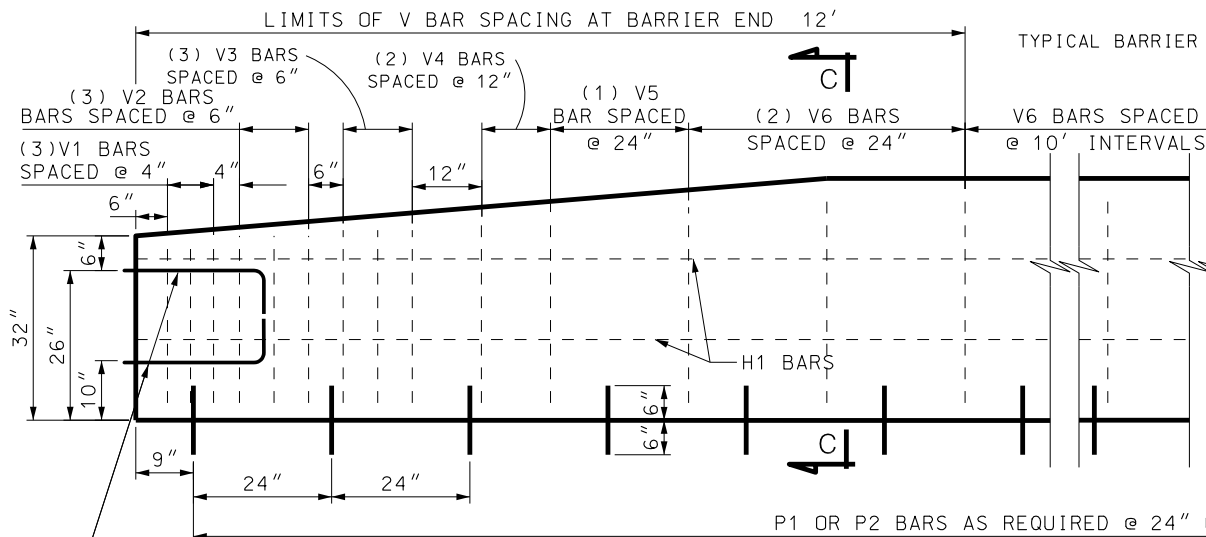


18-DEC-2007 DGN File: L:\Standard Drawings\Imperial\2008\Approved\Barriers (BA)\BA03A1.dgn

APPROACH END (A)

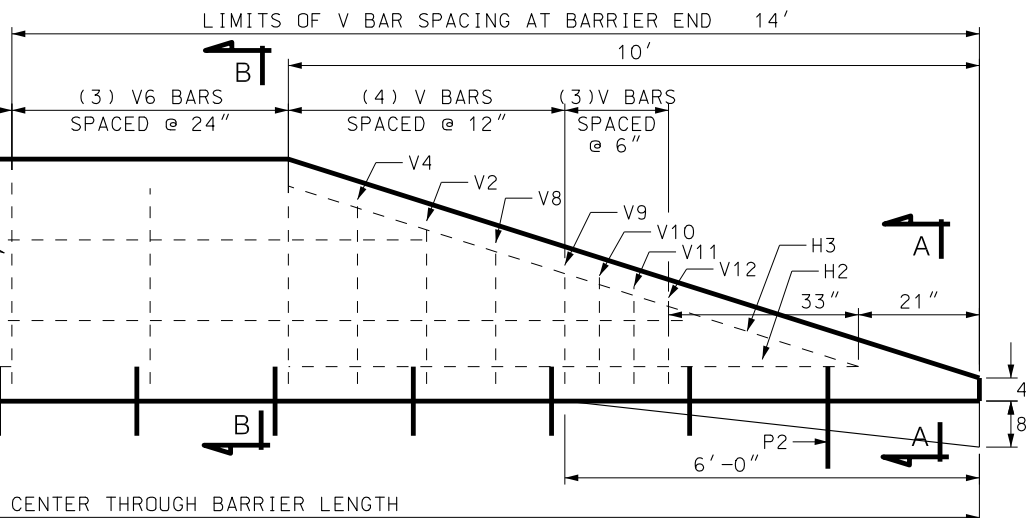
SEE NOTE 4



INSTALL CONNECTION LOOPS PER
STD DWG BA 1A CONNECTION DETAILS.
USE CONNECTION PIN AS PER
STD DWG BA 1B

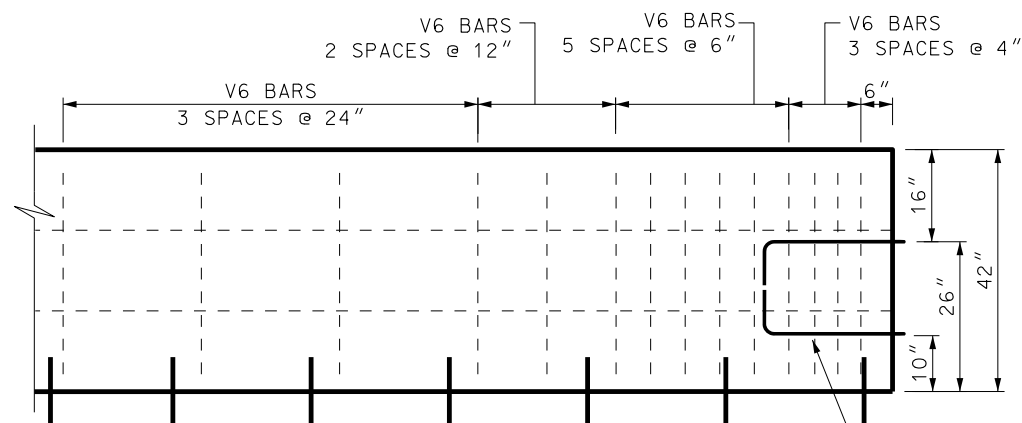
SLOPED TRAILING END (B)

OPTION 1
SEE NOTE 4



ELEVATION

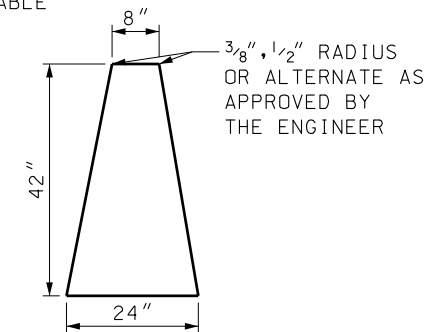
SEE STD DWG BA 3A2
FOR CROSS SECTIONS AND
REINFORCING STEEL TABLE



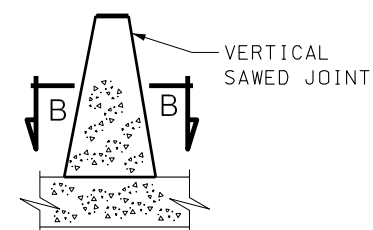
TRAILING END (C)

OPTION 2
SEE NOTES 4 & 6

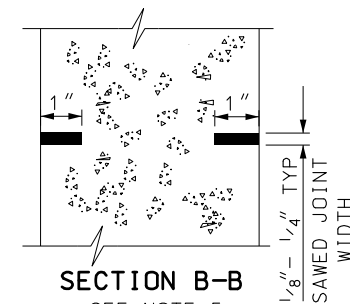
INSTALL X CONNECTION AS
PER STD DWG BA 3C WHEN
TRANSITIONING TO PRECAST
CONSTANT SLOPE BARRIER



TYPICAL SECTION



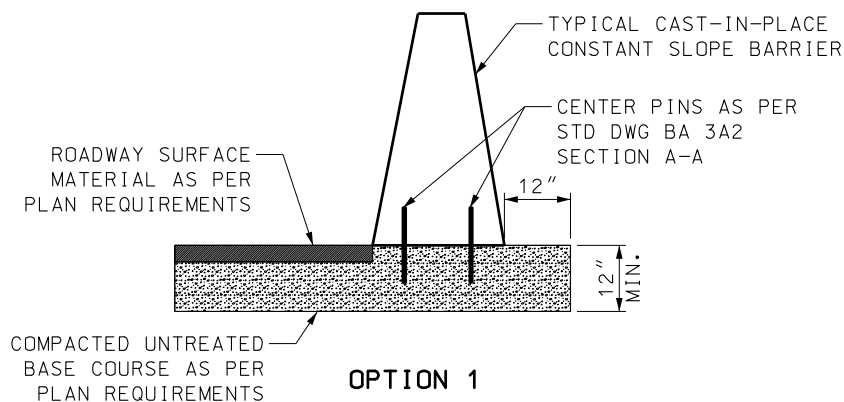
SECTION THROUGH
SAWED JOINT
SEE NOTE 5



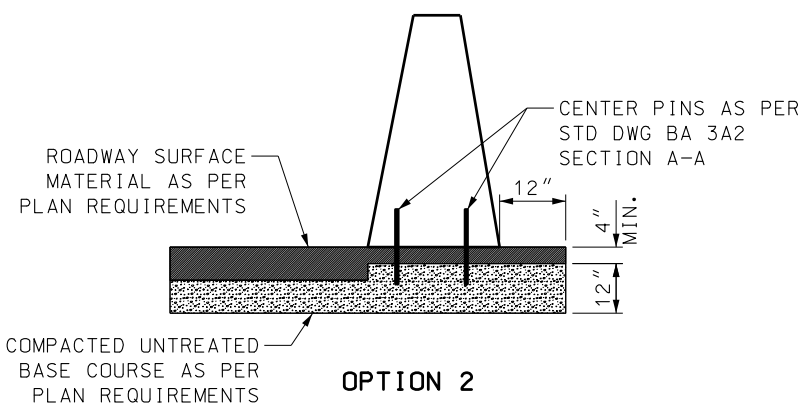
SECTION B-B
SEE NOTE 5

NOTES:

1. THE ENGINEER APPROVES CONTRACTOR DEvised METHOD OF POSITIONING THE LONGITUDINAL REINFORCING STEEL +/- 1/2" AS DIMENSIONED.
2. DO NOT USE TO SUPPORT HIGHWAY LIGHTING POLES. ADDITIONAL SUPPORT DETAILS REQUIRED.
3. DO NOT USE BARRIER FOR BRIDGE APPLICATIONS.
4. INSTALL APPROPRIATE END TREATMENT OR CRASH CUSHION WHEN BARRIER ENDS ARE WITHIN 1.2 TIME THE REQUIRED MINIMUM AASHTO CLEAR ZONE OF APPROACH TRAFFIC, AND THE DESIGN SPEED IS GREATER THAN 40 MPH:
 - A. CONSTRUCT ENDS AS PER DETAIL APPROACH END (A) WHEN END TREATMENT OR CRASH CUSHION IS REQUIRED.
 - B. CONSTRUCT SLOPED TRAILING END (B) WHEN BARRIER ENDS EXPOSED TO APPROACH TRAFFIC, ARE 1.2 TIMES OR GREATER THEN REQUIRE MINIMUM AASHTO CLEAR ZONE EXCEPT AS NOTE IN OPTION "C."
 - C. FULL HEIGHT BARRIER, TRAILING END (C) IS ACCEPTABLE ON TRAILING ENDS OF DIVIDED ROADWAYS.
 - D. THE USE OF SLOPED TRAILING END (B) ON A NON-DIVIDED ROADWAY IS REQUIRED ON TRAILING END WHEN CRASH CUSHION OR END TREATMENT NOT REQUIRED.
 - E. USED OF SLOPED TRAILING END (B) PERMITTED FOR APPROACH TRAFFIC WHEN DESIGN SPEED IS 40 MPH OR LESS.
 - F. CHOOSE APPROPRIATE END TREATMENT OR CRASH CUSHION TYPE USING STD DWG CC SERIES AND CURRENT EDITION OF GUIDELINES FOR CRASH CUSHIONS AND END TREATMENTS.
5. SAW CONTRACTION JOINTS AT PAVEMENT TRANSVERSE JOINTS. WHEN INSTALLED WITH ASPHALT PAVEMENT SAW CONTRACTION JOINTS AT 15 FOOT INTERVALS. ADJUST REBAR AT JOINT TO MAINTAIN MINIMUM 2 INCH OFFSET BETWEEN REBAR AND JOINT.
6. V6 BARS PER TRAILING END OPTION 2 AT BOTH SIDES OF CONSTRUCTION JOINT.
7. USE COATED REINFORCEMENT STEEL.
8. USE CLASS AA(AE) CONCRETE.



OPTION 1



OPTION 2

SUB-BASE REQUIREMENTS

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

RECOMMENDED FOR APPROVAL
CHAIRMAN STANDARDS COMMITTEE
APPROVED
DEPUTY DIRECTOR
DATE
JAN.01.2008
DATE
JAN.01.2008

CAST IN PLACE
CONSTANT SLOPE
BARRIER

STANDARD DRAWING TITLE

STD DWG
BA 3A1